

# The China Mail.

Established February, 1845.

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號九廿月四年一十八百八千一英

HONGKONG, FRIDAY, APRIL 29, 1881.

日二初月四年己辛

PRICE, \$2 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALAN, 11 & 12, Clement's Lane, Lombard Street, E.C. GORDON & GORDON, 10, Cornhill, E.C. BATES HENDY & CO., 4, Old Bailey, E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—LEON DE ROSSNY, 10, Rue Monnaie, Paris.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney.

SAN FRANCISCO AND AMERICAN PORTS GENERALLY.—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & CO., 5, Raffles Place, Singapore. C. HENRIKSEN & CO., 10, Market Street.

CHINA.—MACAO, MESSRS. A. A. DE MELLO & CO., 10, Rua do Carmo, Macao. AMOY, WILSON, NICHOLS & CO., 10, Cross Street, Amoy. FOOCHOW, HENDE & CO., 10, Cross Street, Foochow. LANE, CRAWFORD & CO., 10, Cross Street, Hongkong. YOKOHAMA, LANE, CRAWFORD & CO., 10, Cross Street, Hongkong.

## Banks.

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.  
RESERVE FUND, 1,000,000 Dollars.

#### COURT OF DIRECTORS.

Chairman.—A. MULVER, Esq.  
Deputy Chairman.—H. L. DALRYMPLE, Esq.  
E. R. BRILLON, Esq.  
F. B. JOHNSON, Esq.  
W. W. RAINES, Esq.  
F. D. SASSOON, Esq.  
W. S. YOUNG, Esq.

#### CHIEF MANAGER.

Hongkong,.....THOMAS JACKSON, Esq.  
Shanghai,.....E. W. CAMERON, Esq.  
LONDON BANKERS.—London and Country Bank.

#### HONGKONG.

INTEREST ALLOWED.  
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.  
For Fixed Deposits—  
For 3 months, 3 per cent. per annum.  
" 6 " 4 " " "  
" 12 " 5 " " "

#### LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

#### T. JACKSON,

Chief Manager.  
Offices of the Corporation,  
No. 1, Queen's Road East.  
Hongkong, April 19, 1881.

### COMPTOIR D'ESCOMPTE DE PARIS.

(Incorporated 7th & 18th March, 1848.)

RECOGNISED BY THE INTERNATIONAL CONVENTION OF 30th APRIL, 1862.

CAPITAL FULLY PAID-UP, £3,200,000.  
RESERVE FUND, £280,000.

HEAD OFFICE—14, RUE BERGÈRE, PARIS.

AGENCIES AND BRANCHES AT:  
LONDON, BOULGON, SAN FRANCISCO, MANCHESTER, BOMBAY, HONGKONG, LYONS, CALCUTTA, HANKOW, NANTES, SHANGHAI, FOOCHOW, MELBOURNE, and SYDNEY.

#### LONDON BANKERS:

THE BANK OF ENGLAND.  
THE UNION BANK OF LONDON.  
MESSRS. C. J. HAMBO & SON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking and Exchange Business.

#### E. SCHWEBLIN,

Agent, Hongkong.  
Hongkong, April 12, 1881.

### ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

PAID-UP CAPITAL, £1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3 1/2 per Annum.  
" 6 " " 4 " " "  
" 12 " " 5 " " "

Current Accounts kept on Terms which may be learnt on application.

#### GEO. O. SCOTT,

Acting Manager.  
Oriental Bank Corporation,  
Hongkong, September 4, 1879.

### MANCHESTER FIRE INSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling of which is paid up £100,000.  
Reserve Fund upwards of £200,000.  
Annual Income £200,000.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

#### HOLLIDAY, WISE & CO.

Hongkong, October 15, 1868.

## Auctions.

### PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on **SATURDAY**, the 30th April, 1881, at 11 o'clock a.m., at Messrs RUSSELL & Co.'s Godowns, Wanchi, (For Account of whom it may Concern), M G 1/167—167 Cases, containing 4,008 French Percussion RIFLES.  
TERMS.—Cash on delivery.  
G. R. LAMBERT,  
Auctioneer.  
Hongkong, April 26, 1881. ap30

### PUBLIC AUCTION.

ON SATURDAY, the 30th April, 1881, at Noon, will be SOLD by PUBLIC AUCTION (if not previously disposed of by Private Contract), on board the Steamer, as she now lies in Hongkong Harbour, THE PADDLE-WHEEL RIVER STEAMER "K I N - S H A N," of 1,381 3/4 Register Tons, built in New York U.S.A., in 1863, re-built in 1873, and extensively overhauled in 1876 and 1878. Dimensions.—Length over all 244 feet, Breadth 35 4-10ths feet, Depth of Hold 11 8-10ths feet. DECK AREA FOR PASSENGERS.—11,152 superficial feet. CARGO CAPACITY.—Under tonnage deck 300 tons, on main deck 400 tons—700 tons measurement. SPEED.—On a working pressure of steam of 20 lbs. per square inch, 12 knots per hour; on full pressure, 15 knots. DRAFT OF WATER.—Light 6-12ths feet, loaded with 700 tons measurement 8-2-12ths feet. ENGINE.—Vertical Beam Engine, nominal H.P. 150, diameter of cylinder 56in., length of stroke 10 feet. BOILERS.—Two Circular Return Flue and Tubular Boilers, constructed in 1873 to sustain a pressure of 40 lbs. to the square inch. For further Particulars, apply at the Office of the HONGKONG, CANTON, AND MACAO STEAMSHIP COMPANY. TERMS OF SALE.—Cash on the fall of the hammer. Purchaser to give a guarantee that the Steamer shall not be employed in the Canton waters, nor in the Yangtze-Kiang, nor between Shanghai and Ningbo; the Vessel and Appurtenances, with all faults and errors of description, to be at the Purchaser's risk on the fall of the hammer. By Order of the Board of Directors,  
P. A. DA COSTA,  
Secretary.  
Hongkong, February 25, 1881. ap30

## To Let.

### TO LET.

"N ULLAH SIDE," PORPOOLUM ROAD, lately occupied by Mr J. M. AMSTRONG, AND, No. 2, Old Bailey Street, AND, No. 3, SHIMOU TERRACE. Apply to  
DAVID SASSOON, SONS & Co.  
Hongkong, April 23, 1881.

### TO LET.

THE SECOND FLOOR OF HOUSE, No. 4, PRAYA EAST (known as the "BLUE HOUSES"); with Possession on the 1st of May.  
Also,  
GROUND FLOORS OF HOUSES, Nos. 2, 3 and 4, PRAYA EAST, Nos. 2 and 3, with immediate Possession; and No. 4, with Possession on the 1st of May.  
Apply to  
MEYER & Co.  
Hongkong, April 13, 1881. my13

### TO LET.

ON MARINE LOT No. 65, FIRST-CLASS GRANITE GODOWNS.  
Apply to  
MEYER & Co.  
Hongkong, July 25, 1879.

### GODOWNS-TO LET.

PRAYA EAST AND WANHAI ROAD.  
For Particulars, apply to  
SIEMSEN & Co.  
Hongkong, January 21, 1881.

### TO LET.

THE DWELLING HOUSE—No. 31, WELLINGTON STREET.  
ROOMS IN CLUB CHAMBERS, suitable for Offices or Chambers.  
THE PREMISES, No. 5, D'AGUIAR STREET, at present in occupation of Messrs DE SOUZA & Co.; Possession 1st April.  
THE DWELLING HOUSE, No. 36, CAINE ROAD; Possession from 1st April.  
Apply to  
DOUGLAS LAPRAIK & Co.  
Hongkong, March 29, 1881.

## For Sale.

FOR SALE.  
JULES MUMM & Co.'s CHAMPAGNE.  
Quarts, 816 per 1 doz. Case.  
Pints, 817 per 2 doz.  
GIBB, LIVINGSTON & Co.  
Hongkong, February 2, 1880.

### NOW READY.

"COMPARATIVE CHINESE FAMILY LAW," By E. H. PARKER.  
Can be obtained from KELLY & WALSH at Shanghai and Hongkong, at LANE, CRAWFORD & CO., Hongkong, and at the China Mail Office.  
Hongkong, December 6, 1879.

## For Sale.

### LANE, CRAWFORD & Co.

HAVE RECEIVED PER "GLENCOE," &c., ELLWOOD'S FELT HATS, &c. &c. ELLWOOD'S FELT HATS on CORN. STRAW-BOATING HATS. CALCUTTA PITH HATS and HELMETS. UMBRELLAS, "AUTOMATON PATENT," SUN UMBRELLAS. GAUZE and LITSE HOSIERY, for Summer Wear. A Good Selection of SUMMER SCARVES and TIES. TURKISH TOWELS and BATH BLANKETS. PORTMANTEAUX, VALISES, RUG STRAPS, and DOG COLLARS. BATH and TURKEY SPONGES. MEERSCHAUM and BRIAR PIPES. HAVANA and MANILLA CIGARS. TRACING CLOTH and PAPER. DRAWING PAPER. FANCY STATIONERY. SILVER'S TABLE, BRACKET and HANGING LAMPS. TEA TASTING CUPS and POTS. TIME GLASSES. TIME BELLS, &c., &c., &c. PARROT'S FOOD. ENO'S FRUIT SALT. BURGUNDIES. BEAUNE. CHAMBERTIN. NUIITS. CLARETS. MEDOC. HAUT TALENCE. MARGAUX, &c., &c., &c. Hongkong, April 23, 1881. my1

### KELLY & WALSH

HAVE JUST RECEIVED A. B. C. TELEGRAPH CODES. A great Quantity of NOVELTIES, suitable for Presents, from VIENNA, PARIS and LONDON.  
Miss Bird's "Japan," 2 Vols.  
Shook's "Steam Boilers."  
"The Loyal Ronin," Japanese Illustrations.  
"Yest Book Facts for 1881."  
"Hongkong to Himalayas," by Clark. Laxton's "Price Book for 1881."  
"Memoirs of Madame de Roussin."  
Goile's "Life of Christ."  
Rosenthal's "Muscles and Nerves."  
Lee's "Laws of Shipping," new edition.  
Knox's "Siam and Java."  
Froude's "Short Studies."  
Marshall's "Through America."  
Brewer's "Reader's Hand-book."  
Matheson's "Aid Book to Engineering Enterprises."  
LETTER WRITERS.  
"Japanese Papers," Dr. Oiley's.  
Hongkong, April 18, 1881.

## For Sale.

### NOW READY.

A COMPLETE REPRINT, in Pamphlet Form, of the proceedings in the RECENT LABEL CASE OF REGINA V. PITMAN, containing the whole of the Proceedings at the Police Court, full report of the trial in Criminal Sessions, with connected Correspondence and comments of the Press. To which is now added a Report of the Case of PITMAN V. KESWICK AND OTHERS. Price per Copy, 50 CENTS. Orders are now being booked. China Mail Office, Hongkong, April 13, 1881.

### WASHING BOOKS.

(In English and Chinese.)  
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each. CHINA MAIL OFFICE.

### Intimations.

YANGTSE INSURANCE ASSOCIATION.  
NOTICE TO SHAREHOLDERS.

THE Directors have declared an EXTRA DIVIDEND OF SIX PER CENT. ON SHAREHOLDERS' CAPITAL, Payable at the Office of the Association on the 28th Instant, to Shareholders of Record on the 21st Instant.  
By Order of the Directors,  
RUSSELL & Co.,  
Secretaries.  
Shanghai, April 18, 1881. my23

### CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONDS FOR THE YEAR 1880.  
SHAREHOLDERS in the above Office are requested to Furnish the Undersigned with a List of their Contributions for the year ending 31st December 1880, in Order that the DISTRIBUTION OF THE PROFITS Reserved for CONTINUATORS may be arranged. Returns not rendered prior to the 1st June next, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.  
JARDINE, MATHESON & Co.,  
General Agents.  
Hongkong, April 10, 1881. je2

### DENTAL NOTICE.

DR. ROGERS has returned, and is now ready to RECEIVE PATIENTS at his Rooms, the First-floor of the premises lately occupied by the National Bank of India.  
Hongkong, December 7, 1880.

### SAILOR'S HOME.

ANY Cut-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.  
Hongkong, July 25, 1878.

## Intimations.

TENDERS will be RECEIVED at this Office up till Noon of SATURDAY, the 7th Proximo, for the REPAIR OF THE LIGHTER SLIP in the NAVAL YARD, according to Specification and Conditions, which may be seen on application to the Undersigned.  
The lowest or any Tender will not be necessarily accepted.  
GEORGE COLES,  
For Naval Storekeeper.  
H. M. Naval Yard, Hongkong, April 23, 1881. my7

### THE LONDON & CHINA EXPRESS.

ARRANGEMENTS have been made for delivery of the above PAPER in future fifteen minutes after the arrival of the Mails at the Post Office.  
An increased supply has been received from London, and new Subscribers can be supplied at once.  
KELLY & WALSH,  
Agents.  
Hongkong, April 2, 1881.

### THE "FAR EAST."

THE ISSUES OF 1878 WANTED.  
Apply at this Office.  
Hongkong, October 4, 1880.

## Insurances.

### THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.  
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.  
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.  
NO CHARGE FOR POLICY FEES.  
A. G. STOKES,  
Acting Secretary.  
Hongkong, March 12, 1881.

### ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.  
—MELOHERS & Co.,  
Agents, Royal Insurance Company.  
Hongkong, October 27, 1874.

### NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.  
ESTABLISHED 1880.  
CAPITAL, £2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.  
GILMAN & Co.,  
Agents.  
Hongkong, July 6, 1875.

## Insurances.

### THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.  
CAPITAL, FULLY SUBSCRIBED, \$1,000,000.  
Board of Directors.  
KOH MOON WAH, Esq., Chairman.  
BAN HUT, Esq.  
K. YIN KAI, Esq.  
LEONG ON, Esq.  
CHONG PEAR, Esq.  
QUAN HOI CHUNE, Esq.  
KWOK YIN KAI, Esq., Manager.  
WOO LIN YUEN, Esq., Assist. & Secretary.

THE Company grants POLICIES on MARINE RISKS to all parts of the World, payable at any of its AGENCIES. Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.  
WOO LIN YUEN,  
Secretary.

HEAD OFFICE,  
No. 2, Queen's Road West,  
Hongkong, March 14, 1881. sol4

### THE INTERNATIONAL MARINE INSURANCE COMPANY, LIMITED, OF LIVERPOOL.

THE Undersigned having been appointed AGENTS of the above Company, are prepared to grant POLICIES on MARINE RISKS to all parts of the World.  
ARNHOLD, KARBURG & Co.  
Hongkong, Nov. 27, 1880. 27no81

### YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....£420,000  
PERMANENT RESERVE.....£230,000  
SPECIAL RESERVE FUND.....£263,208  
TOTAL CAPITAL AND RESERVE.....£913,208  
April, 1880.....

Directors.  
F. B. FORBES, Esq., Chairman.  
W. M. BOYD, Esq.  
J. H. PICKFORD, Esq.  
J. D. HITCH, Esq.

HEAD OFFICE—SHANGHAI.  
Messrs RUSSELL & Co., Secretaries.

### LONDON BRANCH.

MESSRS. BARING BROTHERS & Co., Bankers.  
RICHARD BLACKWELL, Esq., Agents, 68 and 69, Cornhill.  
Policies granted on Marine Risks to all parts of the World.  
Subject to a Charge of 12 1/2 for Interest on Shareholders' Capital, all the PROFITS of the ASSOCIATION are distributed among all Contributors of Business in proportion to the Premium paid by them.  
RUSSELL & Co.,  
Agents.  
Hongkong, October 1, 1880. 1oc81

### THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.  
THE Undersigned having been appointed AGENTS for the above Corporation are prepared to grant Insurances as follows:—  
Marine Department.  
Policies at current rates, payable either here, in London or at the principal Ports of India, China and Australia.  
Fire Department.  
Policies issued for long or short periods at current rates. A discount of 20 per cent. allowed.  
Life Department.  
Policies issued for sums not exceeding £5,000 at reduced rates.  
HOLLIDAY, WISE & Co.  
Hongkong, July 25, 1872.

### LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)  
CAPITAL.—TWO MILLIONS STERLING.  
THE Undersigned are prepared to grant POLICIES against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.  
Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.  
If required, protection will be granted on first class Lives up to £1000 on a Single Life.  
For Rates of Premiums, forms of proposals or any other information, apply to  
ARNHOLD, KARBURG & Co.,  
Agents, Hongkong & Canton.  
Hongkong, January 4, 1867.

### CHINA TRADERS' INSURANCE COMPANY, LIMITED.

HEAD OFFICE, HONGKONG.  
Position of the Company at the close of the last financial year, the 30th April, 1880.  
CAPITAL SUBSCRIBED.....\$1,000,000.00  
CAPITAL PAID-UP.....\$300,000.00  
RESERVE FUND.....\$425,000.00  
BALANCE UNDIVIDED.....\$70,378.43  
DIVIDEND PAID TO SHAREHOLDERS.....20 per Annum.  
DIVIDEND PAID TO ALL CONTRIBUTORS OF BUSINESS.....25 per cent. on the amount of their Contributions.

THE Company grants POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.  
Contributory Dividends are PAYABLE TO ALL CONTRIBUTORS OF BUSINESS WHETHER THEY ARE SHAREHOLDERS OR NOT.  
B. GOLDSMITH,  
Acting Secretary.  
Hongkong, August 13, 1880.

## Shipping.

### Steamers.

FOR SWATOW, AMOY & FOOCHOW.  
The Steamship "Namoo," Capt. WESTBURY, will be despatched for the above Ports on SATURDAY, the 30th Inst., at Noon.  
For Freight or Passage, apply to  
DOUGLAS LAPRAIK & Co.  
Hongkong, April 26, 1881. ap30

### OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
The Co's Steamship "Bellerophon," Captain T. W. FREEMAN, will be despatched on SATURDAY, the 30th Instant, at Noon.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, April 26, 1881. ap30

### FOR MANILA.

The Steamship "Emerald," Captain TAYLOR, will be despatched for the above Port on SATURDAY, the 30th Instant, at 4 p.m.  
For Freight or Passage, apply to  
RUSSELL & Co.  
Hongkong, April 26, 1881. ap30

### FOR HOIHOW AND PAKHOI.

The Steamship "Ping-on," Capt. McCARTHY, will be despatched for the above Ports on SATURDAY, the 30th Inst., at 6 p.m.  
For Freight or Passage, apply to  
RUSSELL & Co.  
Hongkong, April 27, 1881. ap30

### FOR AMOY.

The Steamship "Diamant," Captain CULLEN, will be despatched for the above Port on MONDAY, the 2nd May, at Noon.  
For Freight or Passage, apply to  
RUSSELL & Co.  
Hongkong, April 28, 1881. my2

### AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.  
(Taking Cargo at through rates to CALCUTTA, JEDDAH, ODESSA, and the MEDITERRANEAN PORTS.)  
The Co's Steamship "Venezia," Captain VORONOFF, will be despatched for the above Port on MONDAY, the 2nd Proximo, at 3 p.m.  
For Freight or Passage, apply to  
MELOHERS & Co.,  
Agents.  
Hongkong, April 27, 1881. my2

### STEAM TO BOMBAY VIA STRAITS.

The P. & O. S. N. Co's Steamship "China," Captain A. J. JACOB, will leave for the above at 4 p.m., on MONDAY, the 2nd Proximo.  
A. MULVER, Superintendent.  
P. & O. S. N. Co's Office,  
Hongkong, April 28, 1881. my2

### FOR YOKOHAMA (DIRECT.)

The Steamship "Glenarney," Capt. A. J. JACOB, will be despatched for the above Port on TUESDAY, the 3rd May, at 3 p.m.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.  
Hongkong, April 27, 1881. my3

### FOR NEWCHANG (DIRECT.)

The Steamship "Tsun," Captain J. W. LEVINE, will be despatched for the above Port on TUESDAY, the 3rd Instant, at 4 p.m.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.  
Hongkong, April 27, 1881. my3

### OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
The Co's Steamship "Stander," Captain J. K. MATTHEWS, will be despatched on or about the 4th May.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, April 23, 1881.

### OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.  
(Taking Cargo & Passengers at through rates for CHEFOO, NEWCHANG, TIEN-TSIN, HANKOW and Ports on the YANGTSE.)  
The Co's Steamship "Menelaus," Captain J. NICOL, will be despatched on or about the 7th May.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, April 26, 1881.

## Shipping.

### Steamers.

OCEAN STEAMSHIP COMPANY.  
FOR SINGAPORE AND PENANG.  
The Co's Steamship "Patrician," Captain M. R. WHITE, will be despatched on or about the 9th May.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, April 28, 1881.

### OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
The Co's Steamship "Patriot," Captain R. T. POWELL, will be despatched on or about the 11th May.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, April 28, 1881.

### FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN & QUEENSLAND PORTS should sufficient inducements offer, and taking through Cargo to NEW ZEALAND.)  
The Eastern and Australian Steamship Co's Chartered Steamer "Glenie Castle," is Unavoidably POSTPONED until further notice.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.  
Hongkong, April 25, 1881.

### NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOT POSTE FRANCAIS.

The Co's Steamship "Pélo," Commandant PASQUALINI, will be despatched for SHANGHAI shortly after her arrival from Europe.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, April 28, 1881.

### NOTICE.



## For Sale.

## WHERE YOU CAN BUY

Superior California LAMB'S WOOL  
BLANKETS.  
SARATOGA TRUNKS.  
TRAVELLING BAGS AND SATCHELS.  
AGATE COOKING UTENSILS.  
THE AMERICAN BROILER.  
TURNBULL'S FAMILY SCALES.  
TOBACCO SHAVES.  
AMERICAN AND CHINA'S LOOKS.  
HOUSE GONGS.  
SMOOTHING IRONS.  
LEMON SQUEEZERS.  
MOUSE TRAPS.  
BILLIARD CUE TIPS AND CHALK.  
PANUS CORIUM for BOOTS.  
American AXES and HATCHETS.  
LIFE BUOYS.  
ROCKETS and BLUE LIGHTS.  
DOUGLAS' OFFICE CHAIRS.  
COPPER WIRE GAUZE.  
WAFFLE IRONS.  
GRIDIRONS.  
FIRE GRATES.  
American SOFT FELT HATS.

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WORKS, &c.

## WORKS OF REFERENCE.

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DIARIES.  
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GLENN'S SCHOOL SERIES.  
PRESENTATION BOOKS.  
Etc., Etc., Etc.

## ELECTRO-PLATED WARE.

WEBLEY AND SONS' London-made SPORT-  
ING GUNS.  
BUSSEY'S PATENT PNEUMATIC GUN.  
SELF-SHOT-EXTRACTING REVOLVERS.  
THE PATENT BOTTLE CLIP.  
TABLE GLASSWARE.  
EARTHENWARE.

## THE FINEST STOCK OF

CAVITE,  
PORTIN, and  
MEYSIG  
CIGARS, and  
CHEROOTS.

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MAIL.

## SMYRNA FIGS.

CRYSTALLIZED CHERRIES.  
FARM'S FAVORITE BISCUITS.  
STILTON CHEESE.  
FRENCH PLUMS.

## CALCUTTA BEEF.

HUMPS.  
ROUNDS.  
BRISKETS, and  
TONGUES.

## California ROLL BUTTER.

APPLE BUTTER.  
OLAM CHOWDER.  
FISH CHOWDER.

## Soused PIG'S FEET.

Soused SHEEP'S TONGUES.  
Pickled LAMB'S TONGUES.  
Gruyere CHEESE.

## New York CREAM CHEESE.

CAVIARE.  
Curried OYSTERS.  
California CRACKER CO.'S BISCUITS.  
Cracked WHEAT.  
HOMINY.

## PATE DE FOIE GRAS.

RICHARDSON AND ROBERTS' Potted MEATS.  
Lunch TONGUE.

## PRESENT TEA in 5 and 10 Catty Boxes.

WINE and SPIRITS of all Descriptions.

## SAIL-MAKING executed on the Premises.

MacEWEN, FRICKEL & Co.  
Hongkong, January 28, 1881.

## Mails.



## MITSUI BISHI MAIL STEAMSHIP COMPANY.

## STEAM TO YOKOHAMA VIA KOBE.

THE S. S. NIGATA MARU, Capt.  
WYNN, due here on or about the  
25th Instant, will be despatched as above  
on SATURDAY, the 30th April, at  
Daylight.

Cargo received on board and Parcels at  
the Office up to 6 p.m. of 29th April.  
No Bill of Lading signed under \$2  
Freight.

All Claims must be settled on board  
before delivery is taken, otherwise they  
will not be recognized.

## RATES OF PASSAGE.

To KOBE, Cabin Storage, \$1.00  
YOKOHAMA & MANILA, 75 20  
SHANGHAI via YOKOHAMA, 120 40  
Kobe, 95 30

A Reduction is made on RETURN CABIN  
PASSAGES.

CARGO AND PASSENGERS for Nagasaki  
will be transported to the Shanghai Mail  
Steamer at Kobe.

For further Particulars, apply at the  
Company's OFFICE, PRAYA CENTRAL, West  
Corner Pottinger Street,  
Hongkong, April 19, 1881. my30

Occidental & Oriental Steam-  
Ship Company.TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE  
VIATHE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

THE S. S. BELUCH will be despatched  
for San Francisco via Yokohama,  
on MONDAY, 2nd May, 1881, at 3 p.m.  
Connection being made at Yokohama,  
with Steamers from Shanghai and Japan  
ports.

Freight will be received on board until  
4 p.m. of the 1st May.

All Parcel Packages should be marked to  
address in full, and same will be received  
at the Company's Office, until 5 p.m. the  
day previous to sailing.

A Reduction of 25% made on all  
RETURN PASSAGE ORDERS ISSUED.

Consular Invoices to accompany Overland  
Cargo, should be sent to the Company's  
Office addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight or  
Passage, apply to the Agency of the  
Company, No. 60A, Queen's Road Central.

CHAS. H. HASWELL, Jr.,  
Agent.  
Hongkong, April 22, 1881. my2

## U. S. MAIL LINE.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF  
PEKING will be despatched for San  
Francisco via Yokohama, on MONDAY,  
the 16th May, 1881, at 3 p.m., taking  
Passengers, and Freight, for Japan, the  
United States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Indian Oceans of the United States via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America by the Company's and  
connecting Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.

Freight will be received on board until 2  
p.m., the 15th May. Parcel Packages  
will be received at the office until 5 p.m.,  
same day; all Parcel Packages should be  
marked to address in full; value of same  
is required.

Consular Invoices to accompany Overland  
Cargo should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 9, Praya Central.

RUSSELL & Co., Agents.  
Hongkong, April 26, 1881. my16

## NOTICES TO CONSIGNEES.

## SHIRE LINE OF STEAMERS.

FROM LONDON, SINGAPORE AND  
PENANG.

THE Steamship Breconshire, WILLIAMS,  
Commander, having arrived from the  
above Ports, Consignees of Cargo are hereby  
informed that the Goods are being landed  
at their risk into the Godowns of the  
Undersigned at Wanchai, whence delivery  
may be obtained.

Optional Cargo will be forwarded on, un-  
less notice to the contrary be given before  
3 p.m. To-day.

Consignees wishing to receive their Goods  
on the Wharf are at liberty to do so.

No Claims will be admitted after the  
Goods have left the Godowns, and all Goods  
remaining after the 3rd Proximo will be  
subject to rent.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
ADAMSON, BELL & Co.,  
Agents.  
Hongkong, April 26, 1881. my3

## NOTICE TO CONSIGNEES.

BRITISH S. S. "GEO." FROM  
ANTWERP

CONSIGNEES of Cargo by the above-  
named Vessel are hereby informed that  
their Goods are being landed and  
stored at their risk in Messrs NORRIS  
& Co.'s Godowns, whence delivery can be  
obtained from this date.

Goods not delivered by the 6th of May  
will be subject to rent. No Fire Insurance  
has been effected.

ARNHOLD, KARBERS & Co.,  
Agents.  
Hongkong, April 26, 1881. my6

## NOTICES TO CONSIGNEES.

## STEAMSHIP "ANADYR."

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE.

CONSIGNEES of Cargo per Steamship  
Gaulois, from London, in con-  
nection with the above Steamer, are hereby  
informed that their Goods are being landed  
and stored at their risk at the Company's  
Godowns, whence delivery may be obtained  
immediately after landing.

Optional Cargo will be forwarded on,  
unless intimation is received from the Con-  
signees, before 3 p.m. To-day, requesting  
it to be landed here.

Bills of Lading will be countersigned by  
the Undersigned.

Goods remaining unclaimed after SATUR-  
DAY, the 30th Instant, at Noon, will be  
subject to rent and landing charges.

No Fire Insurance has been effected.  
G. DE CHAMPAUX,  
Agent.

Hongkong, April 23, 1881. my30

## NOTICE TO CONSIGNEES.

S. S. "NIGATA MARU," FROM  
Kobe AND YOKOHAMA.

CONSIGNEES of Cargo by the above  
Vessel are hereby requested to send  
in their Bills of Lading for countersignature,  
and take immediate delivery of their  
Goods from alongside the discharge or remain-  
ing on board after TUESDAY, the 26th  
Instant, will be landed and stored at Con-  
signees' expense and risk.

No Fire Insurance will be effected.  
MITSU BISHI MAIL S. S. Co.,  
Praya Central, West corner Pottinger St.  
Hongkong, April 25, 1881. my2

NETHERLANDS INDIA STEAM  
NAVIGATION COMPANY.FROM BATAVIA, SAMARANG, SOU-  
RABAYA, MACASSAR, GORONTALO  
AND MANILA.

THE S. S. William MacKinnon having ar-  
rived from the above Ports, Consignees  
of Cargo are hereby requested to send in  
their Bills of Lading to the Undersigned for  
countersignature, and to take immediate  
delivery of their Goods.

Cargo impeding the discharge will be at  
once landed and stored at Consignees' risk  
and expense.

JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, April 27, 1881. my4

## Intimations.

Ninth Volume of the  
"CHINA REVIEW."

## Now Ready.

## No. 4. Vol. IX.

OF THE  
"CHINA REVIEW"

## CONTAINS—

Transit Passes in the Province of Kwang-  
tung.

Notes on the Korean Language.

The "Tai-shi" King, or the Respiration of  
the Embryo.

The Ju Sheng Considered in Its Relation to  
the Remaining Tones.

The Intermittent Question.

Notes and Queries—

Botanical Notes.

The Arabic Numerals.

A Chinese Pilgrim on the Way to Mecca.

How Music is Made.

Tales from Chinese History.

Chinese Proverbs.

Various Kinds of Chinese Ink.

The Curious Inscription at Macao.

The Aryan Origin of the Cambodians.

Bank Notes.

大紅紙.

Stone Lions.

Books Wanted, Exchanges, &c.

Hongkong, March 18, 1881.

## NEWS FOR HOME.

## The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE  
IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely-  
printed matter.

THIS Mail Summary is compiled from  
the Daily China Mail, it is published  
twice a month on the morning of the  
English Mail's departure, and is a re-  
cord of each fortnight's current history  
of events in China and Japan, con-  
tributed in original reports and collected  
from the journals published at the various  
ports in those Countries.

It contains Shipping news from Shanghai,  
Hongkong, Canton, &c., and a complete  
Commercial Summary.

Subscription, 50 cents per Copy (postage  
paid 8 cents). \$12 per annum (postage  
paid \$12.50).

Orders should be sent to GEO. MURRAY  
BAIR, China Mail Office, 2, Wyndham  
Street, not later than noon of the day the  
English Mail Steamer leaves.

Terms of Advertising, same as in Daily  
China Mail.

## Not Responsible for Delays.

Neither the Captain, the Agents, nor  
Owners will be responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:

WM. H. BESSER, American barque, Capt.  
B. C. Baker.—Adamson, Bell & Co.

WILLIE REED, American ship, Captain  
Yates.—Melchers & Co.

MINNIE CARVILLE, British barque, Captain  
P. T. Clark.—Edward Schollhaus & Co.

BORSTON, British barque, Capt. Mason.  
—Vogel & Co.

LORD OF THE ISLES, Brit. steamer, Capt.  
J. C. Felgate.—Russell & Co.

NORDEY, Danish steamer, Captain Ras-  
musen.—Siemssen & Co.

C. T. HOOK, British steamer, Captain  
W. T. Hood.—Hing Kee.

WELLS, German steamer, Captain Mas-  
mann.—Meyer & Co.

TAUZYON, British ship, Capt. J. Harzey.  
—Siemssen & Co.

## Entertainment.

## DON'T FAIL TO SEE

PROFESSOR W. J. PAYNE,  
of London, acknowledged by  
the Press and the Public to be the  
CHAMPION SPIRITUALIST AND SLEIGHT-OF-  
HAND PERFORMER OF THE WORLD.

Will give TWO of His  
ORIGINAL AND INCOMPARABLE  
ENTERTAINMENTS,  
at the

GARRISON THEATRE,  
THIS & TO-MORROW  
EVENINGS,

the 29th and 30th of April.

PRICES OF ADMISSION:  
A few Reserved Seats, \$1.00.  
Second Seats, \$0.50.  
Soldiers and Sailors in Uniform Half-price  
to Second Seats.

Hongkong, April 29, 1881. my1

## Insurances.

## LE CEROLE-TRANSPORTS.

SOCIÉTÉ ANONYME D'ASSURANCES  
MARITIMES, MARSEILLE.

CAPITAL SUBSCRIBED, 15,000,000 France.  
CAPITAL PAID-UP, 3,750,000

THE Undersigned having been appointed  
Agents of the above Company, are  
prepared to grant POLICIES on MARINE  
RISKS to all parts of the World.

ARNHOLD, KARBERS & Co.,  
Hongkong, Sept. 25, 1880. 27es81

QUEEN FIRE INSURANCE  
COMPANY.

THE Undersigned are prepared to grant  
Policies against Fire to the extent of  
\$45,000 on Buildings, or on Goods stored  
therein, at current local rates, subject to a  
Discount of 20% on the Premium.

NORTON & Co.,  
Agents.  
Hongkong, January 1, 1874.

## To-day's Advertisements.

## FOR SHANGHAI.

(Taking Cargo & Passengers at through rates  
for CHEFOO, TIENTSIN, NEW-  
CHANG, HANKOW, and Ports  
on the YANGTZE.)

The Steamship  
"Glenloch,"  
Capt. R. A. DONALDSON,  
will be despatched as  
above on or about the 6th May.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Hongkong, April 29, 1881.

## SHIPPING.

## ARRIVALS.

April 28, Pechili, British steamer, from  
Canton.

April 29, Glenloch, British steamer,  
from Amoy, Nagasaki, April 29, Coal.

JARDINE, MATHESON & Co.

April 29, Ash, British steamer, 910,  
Laocek, Shanghai April 23, General.

WIELER & Co.

## DEPARTURES.

Apr. 29, Londiqua, British steamer, for  
Nagasaki, for Chinkiang.

29, Septima, for Singapore.

29, Lord of the Isles, for Yokohama.

29, Yangtze, for Shanghai.

29, Chilli, for Shanghai.

29, Glamis, for Melbourne, etc.

## CLEARED.

Willie Reed, for Manila.

William MacKinnon, for Amoy.

Commodore Dupont, for Bangkok.

Sibbi, for Hankow.

Glenloch, for Shanghai.

Wells, for Amoy.

Nigata Maru, for Kobe, etc.

## PASSENGERS.

Per Glenloch, for Nagasaki, 1 Chinese.

DEPARTED.

Per Glamis, for Melbourne, etc.,  
Mrs P. D. Walker and 3 children, Captain  
Logan, Miss Achnan and 2 servants, 2 Euro-  
peans Steerage, 1 Sergeant and wife, and  
791 Chinese.

Per Yangtze, for Shanghai, Lt. Friend,  
Madame Carandini, Miss Carandini, Miss  
Linden, Messrs Sherwin and Otto Fischer.

Per Septima, for Singapore and Penang,  
554 Chinese.

Per Nordstjernen, for Chinkiang, 12 Chi-  
nese.

Per Lord of the Isles, for Yokohama, 1  
European.

Per Pechili, for Shanghai, 6 Chinese.

TO DEPART.

Per Commodore Dupont, for Bangkok, 1  
European, and 11 Chinese.

Per Nigata Maru, for Kobe, etc., 4  
Europeans, and 7 Chinese.

## SHIPPING REPORTS.

The British steamer Glenloch reports:  
Fine weather and light winds throughout,  
and thick fog outside.

The British steamer Ash reports: Fine  
weather but very foggy.

## POST OFFICE NOTICES.

## MAILS will close:—

For SWATOW, AMOY, & FOOSHOW.—  
Per Namos, at 11.30 a.m., on Saturday,  
the 30th inst.

For STRAITS AND LONDON.—  
Per Bellerophon, at 11.30 a.m., on Satur-  
day, the 30th inst.

For BANGKOK.—  
Per Janakabandhar, at 11.30 a.m., on  
Saturday, the 30th inst.

For MANILA.—  
Per Jory, at 11.30 a.m. To-morrow,  
the 30th inst., instead of as previously  
notified.

Per Emerald, at 3.30 p.m., on Satur-  
day, the 30th inst.

For HOIHOW AND PAKHOI.—  
Per Ping-on, at 5 p.m., on Saturday, the  
30th inst.

For HOIHOW AND HAIPHONG.—  
Per Hainan, at 5 p.m. To-morrow, the  
30th inst.

## POST OFFICE NOTICES.

## MAILS will close:—



articles are some seven or eight feet long, and cannot be removed without a good deal of noise and trouble, it is surprising that the proprietors are never caught. Iron gratings are frequently stolen, and door handles also; and one begins to wonder what will go next.

We are informed on the best authority that the Chinese rendering of the Government Notification announcing the arrival here of the King of Hawaii is, like much else in the official journal, open to improvement. The translation, though an appropriate term applied to the protection afforded to foreign travellers by native soldiers in the interior, is scarcely an expression befitting the dignity of a Royal personage; 護駕 would be better. Again 抵港 should be 駕幸香港. The Chinese language has a rich vocabulary of terms specially used to note the movements of the Imperial family. The translation of "was welcomed to the Colony," in the name of Her Majesty Queen Victoria is unintelligible. If it means anything, it implies that the Governor made use of Queen Victoria's card for the purpose. In this connection it may be asked why does the translator of the Gazette persist in making the Governor style himself 督憲. True, the Viceroy of the Two Kiang so designates himself, but then he does so in virtue of his titular position as President of the Board of War in Peking. Of what Board is the Governor of Hongkong President?

As an instance of the ignorance of Young China in regard to the use of the freedom conveyed by British government—if such can be said to obtain here in Hongkong—we may cite the laudable action that has called the Union Debating Society into existence. This Association is composed, we believe, chiefly of English-speaking Chinamen, and the greatest latitude is given to the selection of subjects for debate. One of the questions recently discussed, we are led to understand, was whether or not the time set apart for teaching English in the Central School was too short; and the decision arrived at was that too little time was devoted to English teaching in that institution. There was, nevertheless, not a little good sound sense uttered by one or more of the members. But the ignorance shown remains to be mentioned. One of the members is said to have been formally deputed to convey to H.E. the Governor the decision which had been come to; and, supposing this to be a fact, and taking for granted that His Excellency would never venture to read his dear young Chinese friends a lesson, we may tell those rising debaters that a City and as that which we have referred to is never supposed to go beyond its legitimate object, viz., that of giving its members every facility for the expression of their views among themselves, not to the Government.

The *Glenn Castle* has at last got away. Detained since Tuesday at daylight, she leaves this (Friday) afternoon. Any one, whether connected with shipping or not, can understand fully what this means in loss to the Owners. The whole proceeding to which the vessel has been subjected is perhaps one of the most extraordinary that has characterized the administration of this Colony for many years back. It may not be out of place here to say that in some other Colonies, the Governor has been held responsible, personally, in heavy amounts of damages for the detention of vessels in much the same way as this, when the guiding principle of their action was not the Law as contained in Ordinances of the Colony, but a simple desire to make themselves officious and disagreeable, which seems to be one of the main characteristics of the present rule of this Colony. The steamer weighed anchor this afternoon at about 4 o'clock for the Australian Colonies. The license to leave, with her 800 Chinese passengers, was obtained to-day, and as none of the intending passengers appear to have been struck off the list, it is difficult to discover what has been gained by a detention, which has been all too costly to the Owners, and inconvenient in the extreme to the passengers who had taken their passage by the vessel.

It has been generally believed for the last week or ten days that the revived post of Registrar General and Protector of Chinese—i.e., the appointment so persistently threatened with extinction by that Chinese Secretary—has been offered to the four heads of departments possessing a knowledge of Chinese, and has been declined. As it is currently reported that Dr. Estlin has elected to fill the position of Supervisor of Interpreters—which, by the way, is the appointment which we have all along maintained he was originally intended to fill—the difficulty presented by this "block" assumes a somewhat serious aspect, as the Protector of Chinese must be an officer fairly well acquainted with the Chinese language. In view of this unlooked-for state of affairs, the fact that Mr. Wodehouse was not booked as Registrar General rather than Police Magistrate appears to be even more surprising than it did at first. Indeed, Mr. Falconer (Acting Head Master of the Central School) seems to be the only officer now available possessing the special qualification required; if we except Mr. Lockhart, who seems to have won his spurs in Chinese in a promising manner. There must be something essentially and radically wrong

in the administration of affairs, when an office of such acknowledged importance goes begging in this way. The Colonial Office, if not already fully alive to the unhealthy state of the Service brought about by the present autocrat of Government House, may find food for reflection in this circumstance. By the way, the Office of Registrar General is erroneously represented in the Colonial Office List for 1880 as filled by "H. F. Gibbons."

The Colonization Scheme of the Marquis de Ray, in New Ireland, appears to be flourishing. We learn by the courtesy of Messrs. Drummond, Gaggino & Co., the agents in Singapore of the new Colony, that they have received a telegram from Point de Galle advising them of the departure of another steamer, *La Nouvelle Bretagne*, which may be looked for here about the 28th inst.—*Straits Times*.

We take the following paragraphs from the *Peking Gazette* of the 18th inst.:—  
"It is with regret indeed, that we learn of the death of Captain Murray, R. N., B.M.'s late Resident at Sung Ujong. No more efficient officer ever held a commission in Her Majesty's service, and in his capacity as Military Officer, he proved himself, according to popular report, to have discharged the duties entrusted to him with a zealousness and honesty of purpose which will ever endure his memory to those with whom he had to deal."

We give publicity to a number of official papers connected with the question of Indian immigration. We would particularly draw attention to Sir Frederick Wodehouse's despatch with reference to immigration to the "Protected Malay States," and we hope that some move will be made in support of His Excellency's remarks by the local Chamber of Commerce or the Penang Association. The reply of the Secretary of State does not appear to be satisfactory by any means, in the face of assurances made by the Governor, that the protection of a colony in the Malay States is a matter which the Government of the Straits Settlements is responsible for as much as it is for the safety of life and property of all the subjects of those States. We find the Secretary of State refuses sanction to a measure which he acknowledges will materially aid in developing the resources of those States.

Mr. Justice Wood, we learn, on good authority, comes up immediately to relieve Mr. Justice Ford, who goes home on sick leave. The Colony will then be left with two judges, as usual.

Mr. Clutton, the Registrar of the Supreme Court, vacates his office on the 30th inst. No successor has been found for him as yet.

FULL particulars of the loss of the fine iron steamer *Kingston* have been received in Liverpool by the arrival of one of the crew. The *Kingston* ran on a reef in the Jubilee Channel, in the Red Sea, shortly before midnight on February 17th, and at once commenced to fill. Efforts were made to get her off, but without success. The crew remained on board until the 20th, jettisoning the cargo, but on that day they were compelled to abandon her, as the stern was submerged as far as the bridge, and there were only six feet of water at the stern. During the time the vessel was stranded the steamer *Caledonia* endeavored to get her off, but the efforts were unavailing. The crew were taken off by the British India steamer *Albion*, and landed at Suva. A large number of Arabs kept sailing about in their boats from the time the vessel went ashore until she was abandoned, and they then took possession and began to ransack her.

A GENERAL meeting of the members of the Royal Asiatic Society was held on March 22nd at the society's offices, 22 Albemarle Street, Piccadilly. The chair was taken by Major-General Sir Henry C. Rawlinson, K.C.B., D.C.L., president and director of the Society. A large number of Arabs kept sailing about in their boats from the time the vessel went ashore until she was abandoned, and they then took possession and began to ransack her.

An Irishman addresses the following pithy letter from Lahore to the *Times* of India:—  
Sir, I note in your issue of the 24th ult. a prophecy by Lord Palmerston as to the future of the present Premier, which is remarkable if true. It is quoted by "An Old Oxonian," and is to the effect that Mr. Gladstone would "first destroy the British Constitution, and then go mad."  
"Old Oxonian" says that one half this prophecy has been already fulfilled; and judging from the accounts which reach us of the recent disorderly proceedings in the House of Commons, and the means thought necessary to maintain order, I am not inclined to dispute the point with him. But I think I can cap his prophetic illustration by an older prophecy, which in one sense has been wholly, and which literally has been more than half, fulfilled.

In *Locky's Leaders of Public Opinion in Ireland*, I find the following extract of a speech of the greatest of Ireland's patriot orators, Grattan. Referring to the English he said:—  
"You have swept away our Constitution, you have destroyed our Parliament; but we shall have our revenge. We will send into the ranks of your Parliament and into the very heart of your constitution a hundred of the greatest scoundrels in the Kingdom."  
Ireland sends 103 members to the British Parliament, out of whom 53 are Home Rulers. I hope, if any of them should, by any chance, see the issue of the *Times* of India in which this letter appears, they will recall the compliment which was paid them in anticipation by one of their countrymen, who earned undying fame in that Legislature, which they have done their utmost to degrade and disgrace.

In Dr. Kerr's Report of the Medical Missionary Society's Hospital in Canton for last year, one or two points are noted to which attention has not as yet been drawn. Referring to the usual list of cases, he writes:—

"The history of many of these incurable cases would show that the diseases which resulted so disastrously were preventable, and may have been owing either to ignorance or neglect, or the absence of such sanitary regulations as are of the most obvious importance. In Western countries, the attention of the Profession and of Governments has been directed to the institution of hygienic measures, and the

dissemination of hygienic knowledge as of equal, if not greater, importance than curative means. In this most important department of the healing art, neither the doctors of China nor the authorities have taken the first step. To prevent the spread of contagious diseases, and to ameliorate the ravages of epidemics, not only is nothing done, but the utmost apathy and indifference exists. An instance of the want of ordinary precaution recently came under observation in a young Missionary travelling in a passage boat was put in a room with a man with small-pox, and did not discover it until 24 hours had passed. There were other cases on board, so that there was no escape from the contagion; and on the 11th day the disease appeared. Fortunately he passed through it safely, but others who were thus exposed on this boat may not have been so fortunate. A view of calling the attention of the people to this all-important subject a manual of hygienic and sanitary science is in process of preparation, and it is to be hoped that the example of Japan in establishing Medical Schools and forwarding Medical education will have an influence upon the rulers of China.

Another important point is thus touched upon by the worthy Doctor, as follows:—  
The recent prospect of war with Russia brought the subject of Army and Navy Surgeons before the authorities, and although nothing has been done, the necessity of having educated Surgeons connected with Military and Naval Forces is becoming apparent to some of the high officials, but the Government has not yet taken any step in the matter. The need of the first war, when they will realize the importance of having the means of saving the lives of valuable officers, as well as of men whose training has cost much money. If a war were now to break out, it is probable that all the Missionary hospitals would lose their best assistants, and the services of any who had been about the hospitals long enough to learn how to extract a bullet or tie an artery would be in demand.

THE London commercial correspondent of the *Bombay Gazette*, under date 11th February, describes as follows the formation of a new Telephone Company:—

A company is about to be launched here of some interest to people in India. It is called the "Oriental Telephone Company, Limited," and has a capital of £200,000, in 21 shares. Its object is to establish telephonic communication by exchanges, private lines, and otherwise in India, Ceylon, Java, China, Japan, South Africa, Australia, New Zealand, Egypt, Turkey, and Greece; and in order to do this it has acquired all the patents, privileges, and concessions granted to Mr. Edison, together with the good-will of the business in any of these countries where it has been established, besides absorbing the business of the Anglo-Indian Telephone Company, Limited. The prospectus holds out most brilliant hopes of success, pointing to the case of the American companies, the principal of which is said to be that of 25 per cent. to its capital, and also to the English company known as the United Telephone Company, which has a capital of £400,000 issued in London last June at par, and now at 30 to 40 per cent. premium. Minimum dividends of 20 per cent. are expected for the new company, but further sources of profit are anticipated. It is intended to organize local telephone companies in the several Indian presidencies, and in the other countries above named, on which companies the management of the local business will devolve, the present company getting one half of the share capital of each in consideration of the transfer of local rights, good-will, &c., the other half of the shares to be subscribed in cash on the spot, to provide for cost of plant, &c. A sufficient equipment for three hundred stations has already been sent to India, together with skilled electricians, engineers, and line men, to establish exchanges in Bombay, Calcutta, and Madras, and equipment for other cities is now on the way. According to the prospectus, it is believed that the business will develop to much larger than was expected, and the manager wants an independent staff for this purpose to be sent out at once. It is expected that arrangements will be made with the telegraphic authorities by which the subscribers may be connected directly with the telegraph through the telephonic exchange. The agents already sent out have, however, been instructed to disclaim any intention of performing telephonic business wherever it clashes with the telegraph, and to confine their interests. With one other extract from the prospectus, I will conclude:—"The natives use the telegraph title on account of the difficulty of translating from their own tongues into the telephonic code, and retaining the same in the telephonic code of its nature, and all native can communicate by it in their own vernacular."

I should add that the same of the prospectus, which was to have taken place this evening, is delayed because negotiations are being carried on with the telegraph authorities, and the manager wants an independent staff for this purpose to be sent out at once. It is expected that arrangements will be made with the telegraphic authorities by which the subscribers may be connected directly with the telegraph through the telephonic exchange. The agents already sent out have, however, been instructed to disclaim any intention of performing telephonic business wherever it clashes with the telegraph, and to confine their interests. With one other extract from the prospectus, I will conclude:—"The natives use the telegraph title on account of the difficulty of translating from their own tongues into the telephonic code, and retaining the same in the telephonic code of its nature, and all native can communicate by it in their own vernacular."

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Continuing our review of the 20th inst., of the remarkably able and exhaustive analysis of the results of the Census, a compilation reflecting so much credit upon Mr. Corle Real and the other members of the Commission, we now come to the number of houses and families occupying them. There were at the date returned, 7,044 houses occupied and 1,645 empty ones. The total number of families was 13,245; of these 2,172 were the families forming the floating population in the ports of Macao, Taipa, and Coloaiwa; of the 18,245 families, 840 were non-Chinese, and 12,405 Chinese.

Although the number of people in 1878 was smaller than in 1867, the number of families was larger by no less than 938. This tends to show that the fixed residents

have increased, and the non-residents have diminished considerably.

The 68,086 inhabitants are composed of 26,688 unmarried, 34,289 married, and 6,211 widowers and widows.

In the non-Chinese population only, the state of the civil life is as follows:—2,885 unmarried, or 43.351 per cent.; 1,300 married, or 20.546 per cent.; and 500 widowers and widows, or 8.103 per cent. In the table of the Chinese population, the number of married people exceeds that of the unmarried, while in the non-Chinese population the contrary is the case. The per centage of married people in the Chinese population is 40.454 and that of married 51.925. The number of Chinese widowers and widows is small compared with the Chinese or non-Chinese.

There were in the Chinese male population, 1,478 unmarried, 788 married, and 71 widowers; and in the female, 1,407 unmarried, 572 married, and 299 widows.

In the Chinese male population there were 16,200 unmarried, 22,485 married, and 1,380 widowers; and in the female, 15,000 unmarried, 10,504 married, and 3,462 widows.

Coming to the heading of Professions, we find 44 cash-founders, whose occupation is described as a new industry in 1878 and non-existent in 1867, and is said to be of much value. The principal occupations which have increased since 1867 were: carpenters, rope-manufacturers, textile-manufacturers, junk-builders; and those decreased during the same time were: domestic servants, chair-coolies, prostitutes, mechanics, barbers, agriculturists, shoemakers, silversmiths, Micksmiths, and tanners.

As regards the trade of the Colony, the following is taken from the *Boletim* and other official documents:—  
The trade represented by sea-going vessels in 1871 was the gross amount of exports, \$6,362,401.82; export, \$4,007,095.56. That represented by Chinese junks is: import, \$12,243,455.72; export, \$7,325,988.84. The total transactions in 1880 are estimated at \$29,938,561.94. The trade transactions in 1871 were \$12,812,847.30 only. While in 1878 the increase of trade was represented by \$13,328,983.47, that of 1880 amounted to \$17,137,261.89. It is therefore evident that the shipping trade has augmented considerably in nine years.

It is well to mention that the figures representing the shipping trade in 1871 do not include the coffee trade, which alone may be estimated at not less than four millions of dollars.

The destructive typhoons of 1874 and 1875 have tended somewhat to decrease the amount of trade in the subsequent years, as the number of vessels destroyed in Macao and Taipa was 2,452, of which 1,228 were cargo and fishing boats. The value of goods and effects destroyed in the two typhoons is approximately estimated at \$1,511,000, not including the value of houses and other buildings. The result, so far as represented by shipping, may be appreciated by the following table, which also includes the years 1879 and 1880:—

Sea-going vessels.	Chinese junks.
1871.....	120.....
1872.....	113.....
1873.....	96.....
1874.....	10.....
1875.....	16.....
1876.....	9.....
1877.....	8.....
1878.....	22.....
1879.....	24.....
1880.....	45.....

Comparing these two kinds of vessels we find that the former began to fall off from 1871 till 1875, while the latter increased in these years. At the same time from 1875 the sea-going vessels began again to increase, while the junk trade decreased; and in the middle of these ten years 1874 to 1877, both kinds of navigation decreased, which speaks in favor of the crisis of these years, notwithstanding the fact that from 1878 to 1879, it is not so great as that from 1874 to 1876.

In the sea-going vessels the steamers running between Hongkong, Canton and Macao are not included; one of these, the *Conqueror*, and *Pine-on*, and according to the records in the Harbour Master's Office, these three steamers have carried goods which would have employed 122 *Tametes* (large Chinese junks).

## CORRESPONDENCE.

### TEAMWAYS.

To the Editor of the "CHINA MAIL."  
April 29th.  
Sir,—In publishing last evening the papers which relate to the proposed Teamways in Manila, I perceive that you omitted to give the name of the local Representative of the Concessioner. May I ask you to state that this is Mr. A. O. de Larida, on behalf of Messrs. Broom and Zobel.

Yours faithfully,  
R. G. ALFORD,  
Assoc. M. Inst. C.E.

## SUPREME COURT.

IN SUMMARY JURISDICTION.  
(Before His Honor F. Snowden, Esq., Acting Chief Justice.)  
Friday, April 29.

HO SUN v. DANNY, \$101.91.—It may be remembered that we reported this case briefly on the 22nd when the hearing took place. It was a claim for balance of money alleged to be due on account of work done by the defendant in respect of Teamways in Manila. I perceive that you omitted to give the name of the local Representative of the Concessioner. May I ask you to state that this is Mr. A. O. de Larida, on behalf of Messrs. Broom and Zobel.

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## Police Intelligence.

(Before the Hon. M. S. Tomochy.)

Friday, April 29.

### ENCROACHMENT ON CROWN LANDS.

Twenty-one men and women, most of them being boat people and hawkers, appeared on summons issued, and charged them with encroaching on certain Crown lands at Causeway Bay, by erecting sheds thereon, having no licenses granting them the necessary permission. Three of the defendants had already removed their boats and sheds, and the remainder were fined \$1 each, in default to be imprisoned for three days with hard labour.

### PUBLIC GAMBLING.

Chun Ahn, 65, and Lai Ahk, 70, hawkers, appeared on remand from the 29th inst., charged with public gambling at No. 21, Peel Street, on the 26th inst.

Mr. H. J. Holmes appeared for both defendants.

Inspector O'Connell arrested the prisoners on the premises, where some *Tai Fā* lottery tickets and various other articles used in lottery agencies were found.

The second defendant had been before convicted of keeping an agency for lotteries. Mr. Holmes addressed the Court on behalf of the defendants, who were, however, convicted, the first being fined \$100, in default four months' imprisonment with hard labour, and the second defendant fined \$200, in default six months' imprisonment with hard labour.

Fifteen dollars of the fines, if paid, to go to the poor box.

### DETAINING A BOY.

Fu Ahing, 20, Chung Ahn, 38, hawkers, Wong Fat Sang, 58, doctor, and Chan Ahn, 40, hawker, appeared on remand from the 26th inst., charged with unlawfully detaining a boy, aged 6 years, named Li Ahn, on the 26th inst.

Li Ahn, the father of the boy, gave evidence to the effect that he was employed as a book-keeper in Canton, where he lived. On the 16th inst. his son, Li Ahn, went out to play and did not return home. Witness made search for him and offered rewards for his recovery, but could get no tidings of him till the 26th of this month, when he received a letter from the Police in Hongkong, in consequence of which he came here. At the Police Station he saw his son, who immediately recognised him. Witness knew the first defendant; he lived in the same street as himself in Canton; had lost him on the 13th inst.

The boy Li Ahn stated that a man named Ahang, who was a hawker of sugar and ground nuts, took him to a house in Canton and thence to Hongkong. The first defendant was the man he knew as Ahang. On arriving in Hongkong, Ahang took him to a foreign house, to which the second defendant came. He and Ahang then took witness to the third defendant's house. Both the first, second and fourth defendants came several times to third defendant's house. While at that house witness wanted to go out to play but was not allowed to do so. On the day the four defendants were arrested they had taken witness to the harbour in a sampan.

Fung Kwok Tai, gave evidence as to having been in the third defendant's house, which is a drug shop, on the 24th inst., and having heard the first and third defendants bargaining with two Chinese men about the sale of the boy Li Ahn. The third defendant asked \$40 for the boy, and the Chinese men agreed to give it, and paid three dollars at the time to the third defendant.

Fung Kwok Tai, a sampan wiper, was engaged by the first and third defendants to take them to the boat on board a blue funnel steamer, on the 26th inst. Before they got to the steamer, she had started, and so witness took the defendants back to the wharf.

Some further evidence was given as to the arrest of the defendants by Wong Man In, a detective employed by a Chinese Police Officer, called the "Po Leung Kuei," and P. C. 312 who assisted Wong Man In in arresting the defendants; and having heard the first and third defendants bargaining with two Chinese men about the sale of the boy Li Ahn.

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## NAUTICAL ASSESSORS.

(Nautical Magazine.)

We observe that an attempt has been made to displace the arrangements as currently made by Lord Sandon in reference to the appointment of Assessors in shipping casualties investigations. In the case of a Mercantile Marine master or officer being on his trial, it is quite reasonable to suppose, and fair to hold, that those who name the judge with their nautical experience should have a practical knowledge of the conditions of duty under which the accused was acting or supposed to be acting when the casualty occurred. We entirely sympathize with the action taken last year, by which it was urged upon Lord Sandon that merchant captains were more capable of judging of the acts or defaults of their brother masters in connection with marine casualties than Royal Naval officers, whose experience of board management was, in general way, widely different from that of an officer in the Mercantile Marine.

We never hear that merchant captains are called upon to assist in the Courts Martial which follow casualties to H.M. ships. It is sufficient to put this converse aspect of the case, to show how reasonable is the view that in Mercantile Marine inquiries merchant captains should be preferred as assessors to Royal Naval officers. The principle acted upon in ordinary courts of law is that a man shall be tried by his peers. This is a wholesome principle which commends itself to British instinct, and deserves to be extended in any direction in which it can be legitimately applied.

A Parliamentary paper recently issued, indicates that Lord Sandon's settlement of the matter does not commend itself to the mercantile community, more especially to those gentlemen who, as officers of the Royal Navy, had acted as nautical assessors. From this Parliamentary paper we find that Lord Sandon's Committee (who, by the way, appear easily induced to espouse a cause which would diminish its merits, are much concerned at the prospect of the diminished employment of naval men in the investigations, and call upon the Board of Trade to make alterations with a view to the frequent employment of officers of the Royal Navy.

Following this simple diffusion is the letter which appears to be the *Deus ex machina* of the whole business. It is signed by one Vice-Admiral, two Rear-Admirals, and two Captains, R.N., and is addressed to the Board of Trade. The ostensible object of the letter is to refute certain allegations said to have been made respecting naval officers, but really the chief point is unquestionably contained in their reference to "the almost practical exclusion of naval officers from these inquiries," a reference which is intended to suggest that these gentlemen have a vested interest in the assessments, and that Parliament in an unguarded moment had, by putting some restriction on their too frequent employment, infringed one of the rights of property. Such a view is of course too absurd to be seriously entertained, and it certainly appears to be unnecessary to remind these naval officers that the Courts of Inquiry were not established simply for their benefit. The numerous letters appended to this communication purport to be "opinions" on the subject, and among the writers are the Wreck Commissioner, five Stipendiary Magistrates, and numerous Justices of the Peace. To our thinking by far the most sensible of the communications are from gentlemen who say they do not think it proper to express an opinion on the matter; several of the writers have evidently not formed a clear idea as to the significance of the questions which have been put to them; but the majority of the letters appear to be simply testimonials of past good behaviour on the part of the naval officers, without furnishing any reasons why their services should be regarded as specially appropriate or necessary at Courts of Inquiry.

The letter of the Wreck Commissioner stands out from the rest as exceptional in the vigour of its advocacy of the cause of the naval officers, and its commendation of Lord Sandon's Act; the latter being characterized as "one of the greatest blows that has ever been aimed at the independency and efficiency of these Courts." The intemperate comparison suggested by the Wreck Commissioner's remarks is not too likely to re-awaken the angry feeling which found vent last year among mercantile shipmasters, and which Lord Sandon's Act did so much to pacify, and it will hardly be surprising if some unpleasant rejoinders are made. It is the responsibility of too potent advocacy that opponents are apt to make imputations and statements of a damaging nature, and the Wreck Commissioner must be prepared to hear the views of the other side strongly expressed and we fear in a manner not altogether agreeable.

Having the highest respect for the Wreck Commissioner and for the admirable manner in which he deals with the cases brought before him, we venture to reiterate with him upon the tone of his letter, and to respectfully remind him that as we do not for a moment suppose he desires to insinuate that experienced merchant shipmasters are incompetent to act as nautical assessors, the case he so strenuously supports is only in the interest of a few naval officers who wish to be more frequently employed on these inquiries, while on the other hand there are the claims of the mercantile community, which the intelligent members of the profession will not fail to guard most jealously. The arrangement now in force commends itself to the good sense of all impartial minds. There is no objection to naval officers assisting the judges in certain cases where his services may be of much value, but this agitation to give naval officers the priority or even equality of employment will be regarded as being unreasonable and unfair to the merchant service, and certainly not what might have been expected to emanate from such officers themselves.

Since the above was in type we have received the following communication on the subject to which we gladly give insertion:—  
To the Editor of the "Nautical Magazine."

Sir,—The Shipping Commissioners' Regulations Act, 1879, appears to be a notable instance of the difficulty of pleasing every one. Those provisions in it which abolished the previous vicious system of selection of nautical assessors, established rules intended to secure the appointment of shipmasters of experience to those posts, did away with the quasi-criminal character of the inquiries where were supposed to hear, and established a mode of appeal from the decisions of the Court, all gave great and general satisfaction.

It seems, however, that there is yet a class of objectors loudly protesting against its operation, so far as it affects their particular interests.

The nautical assessors chosen from the Royal Navy, although in number not exceeding half-a-dozen, have, by making the question a class one, contrived to raise no inconsiderable outcry, and a Parliamentary Return has been lately published on the subject, containing for the most part a long list of letters from the Wreck Commissioner and various magistrates more or less laudatory of the Royal Naval element.

The curious part of these documents is that this one qualification which has heretofore been held to be the return of the Royal Naval assessors at all is placed distinctly not to be preserved by them.

When it was proposed to have none but

nautical assessors selected from the Merchant Service, Lord Sandon and others described such an arrangement as too much like a family affair, and urged that the presence of a Royal Naval officer on an inquiry would, in the interest of the public, check the tendency of mercantile assessors to be too lenient to the shortcomings of their fellow shipmasters. It is now adduced that, on the contrary, Royal Naval officers are exceptionally lenient, and if it were not for the public interest is not represented by them.

In reality, however, the objection to Royal Naval assessors is not based on their leniency or otherwise, but solely because as at present selected these officers for the most part have scarcely any acquaintance with the subject on which they are called to advise the judge, and it is difficult to see what is the value of the testimonials on this head, from the very persons who presumably themselves require to be instructed on the subject.

There is no desire on the part of shipmasters generally to exclude the naval element from the inquiries, but it is felt that, if it is to be introduced, the assessors should be selected from that branch of the Royal Navy which has some experience in matters which are common to both the Royal and Merchant Services, viz., staff commanders or officers who have been engaged in the surveying service.

There are four heads under which shipping casualties for the most part occur: First, from faulty navigation; second, from improper stowage of cargo; third, from un



## Intimations.

## THE CHINA REVIEW.

THE widely-expressed regret at the discontinuance of *Notes & Queries on China and Japan*, has induced the publisher of this journal to issue a publication similar in object and style, but slightly modified in certain details.

THE CHINA REVIEW, or *Notes and Queries on the Far East*, is issued at intervals of two months, each number containing about 60 articles, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justly, such extra matter.

The subscription is fixed at \$6.50 postage paid, per annum, payable by non-residents in Hongkong in advance.

The publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manners and Customs of China, Japan, Mongolia, Tibet, the Eastern Archipelago and the "Far East" generally. A more detailed list of subjects upon which contributions are especially invited is incorporated with each number. Original contributions in Chinese, Latin, French, German, Spanish, Italian or Portuguese are admissible. Endeavours are made to present a resume of the most recent works bearing on Chinese matters. Great attention is also paid to the Review department.

Notes and Replies are classified together as "Notes" (head references being given, when furnished, to previous Notes or Queries), or as also those queries which though asking for information, furnish new and unpublished data concerning the matter in hand. It is desirable to make the Queries proper as brief and as much to the point as possible.

The *China Review* for July and August, 1876, is at hand that forty-two essays were sent in to compete for the best paper on the advantages of Christianity for the development of a State. All our learned societies should subscribe to this scholarly and enterprising Review. It is a large, well-paged, bi-monthly, reprinting what is the best in hand. It is desirable to make the Queries proper as brief and as much to the point as possible.

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## Visitors' Column.

We have instituted an experiment a Visitors' Column, which we trust will prove successful, and be found useful. To it will be relegated from time to time such items of information, lists, tables and other intelligence as is considered likely to prove valuable to persons passing through the City, and in connection with we have opened a SELECT HOTEL AND BUSINESS DIRECTORY, applications for enrolment into which we are now ready to receive.

## List of Public Buildings.

Government House, North of Public Gardens.  
City Hall, Library (8,000 volumes) and Museum.—Free.  
Public Gardens, a beautifully picturesque retreat and of great interest.

The Clock Tower, Queen's Road Central, in a line with Pedder's Wharf.  
General Post Office, Hongkong Club, German Club, Supreme Court, &c., within a stone's throw.

Lusitania Club and Library, Shelley St.  
Government Offices, the Secretariat, &c., near the Public Gardens.

St. John's Cathedral (Anglican), above the Parade Ground.  
Roman Catholic Cathedral, Wellington Street.

Union Church, Elgin Street.  
St. Peter's Roman Church, West Point.  
St. Joseph's (I.L.C.) Church, Garden Road, near Kennedy Road.

Temperance Hall, specially adapted for self-instruction, Queen's Road East.  
Sailors' Home, West Point.

E. E. A. and China Telegraph Co., and the Great Northern Telegraph Co., Marine House, Queen's Road.  
Masonic Hall, Zealand Street.

Victoria Recreation Club—Badminton and Boat-house, &c.—Praya, beyond the Cricket Ground, beside the City Hall.

The Barracks and Naval and Military Store Departments lie to the eastward, and cover a large area.

## Stores, Books, &amp;c.

General Outfitter, Hosiery, Tailor, &c.—T. N. DRISCOLL, 45 and 47, Queen's Road, by special appointment to H.E. the Governor.

Chronometers, Watches, Jewellery, Maps and Charts.—G. FALCONER & Co., Queen's Road Central.

American and English Stores, Books, and specially selected Cigars.—MACDONALD, FRICKEL & Co.

Guns, Rifles, Pistols, Ammunition, and Sportsman's Requisites of all descriptions.—Wm. SCHMIDT & Co., Gun-makers, Eastern House of Beaconsfield Arcade.

## Chair and Boat Hire.

LEGALISED TARIFF OF FARES FOR CHAIRS, CHAIR BEARERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullaway Boats.  
Half hour, ... 10 cts. 1 Hour, ... 20 cts.  
Three hours, ... 50 cts. 1 Six hours, ... 70 cts.  
Day (from 6 to 8), One Dollar.

## To VICTORIA PEAK.

Single Trip.  
Four Coolies, ... \$1.00  
Three Coolies, ... 0.85  
Two Coolies, ... 0.70

Return (direct or by Pok-fo-tum).  
Four Coolies, ... \$1.80  
Three Coolies, ... 1.50  
Two Coolies, ... 1.00

## To VICTORIA GAP (TO LEVEL OF UMBRELLA SEAT).

Single Trip.  
Four Coolies, ... \$0.60  
Three Coolies, ... 0.50  
Two Coolies, ... 0.40

Return (direct or by Pok-fo-tum).  
Four Coolies, ... \$1.00  
Three Coolies, ... 0.85  
Two Coolies, ... 0.70

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), ... \$0.75 each Coolie, (12 hours) 1 Gap, ... \$0.60 each Coolie.

## Licensed Bearers (each).

Hour, ... 10 cents.  
Half day, ... 35 cents.  
Day, ... 80 cents.

## BOAT AND COOLIE HIRE.

1st Class Cargo Boat of 8 or 900  
plugs, per Day, ... \$3.50  
1st Class Cargo Boat of 8 or 900  
plugs, per Load, ... 2.00

2nd Class Cargo Boat of 600  
plugs, per Day, ... 2.50  
2nd Class Cargo Boat of 600  
plugs, per Load, ... 1.75

3rd Class Cargo Boat or Ha-kan Boat of 800  
plugs, per Day, ... 1.50  
3rd Class Cargo Boat or Ha-kan Boat of 800  
plugs, per Load, ... 1.00

4th Class Cargo Boat or Ha-kan Boat of 800  
plugs, Half Day, ... .50

## Sampans.

or Pullaway Boats, per Day, ... \$1.00  
One Hour, ... .50  
Half-day, ... .25

Nothing in this Scale prevents private agreements.

## FERRY COOLIES.

Scale of Fares for Ferry Coolies.  
One Day, ... 25 cents.  
Half Day, ... 20 cents.  
Three Hours, ... 15 cents.  
One Hour, ... 10 cents.  
Half Hour, ... 5 cents.

Nothing in the above Scale to affect private agreements.

## Hongkong Rates of Postage.

(Revised December 1st, 1890.)

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such paper or papers or papers may be sent at Book Rate. Two newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though Written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copies, music, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying extra fee of 5 cents. The limit of weight for Books and Commercial Papers for Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

N.I. means No Registration.

Countries of the Postal Union.  
The Union may be taken to comprise Europe, most foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritius, all N. America, Mexico, Salvador, Brazil, Peru, Chili, Venezuela, The Argentine Republic, Jamaica, Trinidad, Guiana, Honduras, Bermuda, Labuan, with all Danish, French, Netherlands, Portuguese and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are the Australasian Group, and S. Africa.

Postage to Union Countries.  
General Rates, by any route:—  
Letters, 10 cents per oz.  
Post Cards, 5 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.  
Books, Patterns and 2 cents per 3 oz.  
Comm. Papers, 2 cents per 3 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.  
Hawaiian Kingdom:—  
Letters, 10  
Registration, None.  
Books & Patterns, 5\*

West Indies (Non Union), Bolivia, Costa Rica, Guatemala, New Granada, Nicaragua, Panama, Paraguay, &c.  
Letters, 30  
Registration, None.  
Newspapers, 5  
Books & Patterns, 5

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2; via Galle, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 2.

Natal, the Cape, St. Helena, and Ascension, via Aden, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 5.

\* A small extra charge is made on delivery. † There is no charge on British W. India Islands, 10 cents.

† Registration via San Francisco, 10 cents.

‡ Cannot be sent via San Francisco.

## LOCAL POSTAGE.

Between Hongkong and Canton, direction, in either direction, any other two (of the following) (Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2; via Galle, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 2).

Letters, 10 cents per oz.  
Post Cards, 5 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.  
Books, Patterns and 2 cents per 3 oz.  
Comm. Papers, 2 cents per 3 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Union Countries.  
General Rates, by any route:—  
Letters, 10 cents per oz.  
Post Cards, 5 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.  
Books, Patterns and 2 cents per 3 oz.  
Comm. Papers, 2 cents per 3 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.  
Hawaiian Kingdom:—  
Letters, 10  
Registration, None.  
Books & Patterns, 5\*

West Indies (Non Union), Bolivia, Costa Rica, Guatemala, New Granada, Nicaragua, Panama, Paraguay, &c.  
Letters, 30  
Registration, None.  
Newspapers, 5  
Books & Patterns, 5

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2; via Galle, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 2.

Natal, the Cape, St. Helena, and Ascension, via Aden, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 5.

\* A small extra charge is made on delivery. † There is no charge on British W. India Islands, 10 cents.

† Registration via San Francisco, 10 cents.

‡ Cannot be sent via San Francisco.

Local Delivery.  
1. All correspondence posted before 5 p.m. on any work day for addresses in Victoria will be delivered the same day, and generally within two hours, unless the delivery should be retarded by the Contract Mails.

2. Invitations, &c., can generally be delivered within Victoria at the private houses of the addressees rather than at places of business, if a wish to that effect be expressed by the sender, otherwise all correspondence is invariably delivered at the nearest place of business.

3. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., all of the same weight, to addresses in Hongkong, Bangkok, or the Ports of China and Japan, may deliver them to the Post Office unsealed, the postage being charged to the sender's account.

4. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed if the nature of the contents be first exhibited or stated to the Postmaster, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

PARCELS.—The public is reminded that there is no such thing as Parcel Post to Europe, &c. Much trouble and disappointment are caused by persistent attempts to send small valuable trifles through the Post. Fans, Curious Articles of Dress, Fancy Work, and similar presents are occasionally being refused, the senders being often sent more in Postage than would have paid the freight by steamer. No refund can be made on such parcels of the value of Stamps collected before the nature of the contents was discovered.

5. No order can be paid until the advice relative to it has been received.

6. No order can be paid until the advice relative to it has been received.

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## Local Parcel Post.

1. Small Parcels may be sent by Post between any of the Post Offices in China or Japan, or to all as to Macao, Pak-oi, Singapore, Penang, and Malacca. They must not exceed the following dimensions, 2 feet long, 1 foot broad, 1 foot deep, nor weigh more than 5 lbs. The postage is 20 cents per lb., which includes Registration except Japan, to which country parcels are forwarded at Book Rates. Registration being optional. The parcels may be wholly closed if they bear this special endorsement, PARCEL, containing no letter, but any parcel may be opened by direction of the Postmaster General.

2. The following cannot be transmitted: Pottery insufficiently packed or protected, or liable to be crushed (as handboxes, &c.); Glass, Liquids, Explosive substances, Matches, Indigo, Dyes, Iodine, Iodine, Fish, Game, Fruit, Vegetables, Ice, Meat, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

3. Parcels will be generally sent by forward by Private Ship, not by Contract Mail Packet. The Post Office reserves the right of selecting the opportunity for transmission, and of delaying delivery in case the number of parcels is such as to render other correspondence. No responsibility is assumed with regard to any parcel, but the system of Registration will secure the senders against any but a very remote probability of loss.

4. The public are cautioned not to confound those facilities with a Parcel Post to Europe, &c., which does not exist.

It is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of doubtful articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—  
Books and Papers—To British Office, 5 lbs.; to the Continent, 4 lbs.  
Patterns—To British Office, 5 lbs. if without intrinsic value; to the Continent, 4 lbs., 8 oz.

Indemnity for the Loss of a Registered Letter.  
The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of a registered letter, if lost, up to the amount of \$10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which, after their destination, although in a broken or deteriorated condition.

## Money Order Regulations.

1—Money Orders are exchanged with the United Kingdom, New South Wales, Queensland, South Australia, and Port Darwin, the Straits Settlements, Western Australia, and (except at Shanghai) with the Japanese Empire. Hongkong also issues orders on Shanghai, and vice versa.

2—Small sums may be remitted between the other Ports by means of Postage Stamps, subject to a charge of one per cent for cashing them.

3—Many Money Orders are supplied to residents at the smaller Ports in this way. An application for an order is filled up, and if enclosed with a stamped, directed, and unsealed envelope to the Postmaster at the nearest issuing office. The application must